

DRAFT

Transportation Task Force Meeting Agenda's:

1st Meeting –

Date: Tuesday, October 2nd

Time: 10am-Noon

Location: Capitol Bldg. Rooms 402-403

Testifiers: MDOT, Oakland Co. Rd. Commission, CRAM, SEMCOG, MML, Representative Opsommer

Topic:

Overview of Asset Management and Efficiencies:

Provide information on asset management, the types of road condition evaluation used, and programs to choose the correct "fix" from "the mix of fixes." Discuss efficiencies in administering and performing road maintenance and construction and the ways road agencies have maximized return on investment.

Specifically:

- What asset management means, breadth of use across road agencies
- Description of different distress-rating systems, differences between each
- How asset management influences decisions on what to fix, not fix, and when
- Efficiencies realized, both one time and long term, if possible over a 10 year period
- Non-road spending (administrative) efficiencies and cost reductions (such as retirement and healthcare)
- Maximizing return on investment, the different tools used to get value for money, and innovations and use of technology
- Practices in other states
- Regional initiatives and efforts

2nd Meeting –

Date: Tuesday, October 23rd

Time: 10am-noon

Location: Capitol Bldg. Rooms 402-403

Testifiers: Transportation Asset Management Council, HFA, SFA, MDOT

Topic: Description of Current Revenue, Conditions, and Maintenance Needs

Overview of current transportation revenue levels per type of jurisdiction. Provide background information on the number of route miles and bridges and their conditions, as well as winter maintenance conditions delineated by type of jurisdiction. Discuss current levels of funding and revenue shortfalls to maintain assets per type of jurisdiction.

Specifically:

- Historical level of funding including a discussion of purchasing power and commodity/equipment prices
- Current funding by source (registration fees, state fuel taxes, federal fuel taxes, other)
- Current funding level per jurisdiction (several specific examples for counties and municipalities)

- Current road conditions per type of jurisdiction with a historical trend report over the past 10-15 years
- Estimated funding shortfalls and the impact on physical maintenance and construction based upon 5 year plans and long term reconstruction and rehabilitation projects per type of jurisdiction. 10-15 year trend reports would be helpful.
- Shortfalls and the impact on winter maintenance per type of jurisdiction. 10-15 year trend reports would be helpful.

3rd Meeting –

Date: Tuesday, October 30th

Time: 10am-noon

Location: Capitol Bldg. Rooms 402-403

Testifiers: CRAM, MML, MITA, Operating Engineers, Paving Association, Asphalt Association, Jim/Chris Shea (PK Contracting), Local Bridge Advisory Board Member

Topic: Description of Current Revenue and Maintenance Needs, and Estimated Funding Required

Overview of current transportation revenue levels per type of jurisdiction. Provide background information on the number of route miles and bridges and their conditions, as well as winter maintenance conditions delineated by type of jurisdiction. Discuss current levels of funding and revenue shortfalls to maintain assets per type of jurisdiction.

Specifically:

- Historical level of funding including a discussion of purchasing power and commodity/equipment prices
- Current funding by source (registration fees, state fuel taxes, federal fuel taxes, other)
- Current funding level per jurisdiction (several specific examples for counties and municipalities)
- Current road conditions per type of jurisdiction with a historical trend report over the past 10-15 years
- Estimated funding shortfalls and the impact on physical maintenance and construction based upon 5 year plans and long term reconstruction and rehabilitation projects per type of jurisdiction. 10-15 year trend reports would be helpful.
- Shortfalls and the impact on winter maintenance per type of jurisdiction. 10-15 year trend reports would be helpful.
- Different levels of funding would purchase in terms of road health and other transportation programs (mix of fixes).

4th Meeting –

Date: Wednesday, November 7th

Time: Noon – 2pm

Location: Capitol Bldg. Rooms 402-403

Testifiers: Michigan Chamber of Commerce, MDOT, Business Leaders of Michigan, MITA, Anderson Economic Group, Operating Engineers, State Police, Rep. Olson

Topic: Costs of Not Meeting Maintenance Need, Benefits of Increased Investment

Provide background and estimates on the short and long term costs to the public and businesses due to poor infrastructure. Discuss the amount of asset value lost annually and the consequences of revenue shortfalls on road and highway assets.

Specifically:

- Asset value lost annually

- Cost of not performing maintenance work when appropriate due to lack of funding
- Future cost (increased revenue needed annually) if delaying raising annual revenue continues
- Some review of what different quality systems provide with respect to cost prevention in the future and benefits that could be realized with increased investment.
- Direct costs to consumers (residents) and businesses of the state (several reports exist)
- Indirect costs to residents and businesses of the state (several reports exist)
- Immediate and future benefits

5th Meeting –

Date: Tuesday, November 13th

Time: 10am - noon

Location: Capitol Bldg. Rooms 402-403

Testifiers: Bill Rustem (Governor's Office), Senator Walker & SMPO (bill package), MML, CRAM, Chamber

Topic: Funding Sources, Level of Funding Required, and the Net Effect of Both

Have discussion on the pros and cons of having a fossil-fuel tax, registration fees, moving to a sales tax, diverting the sales tax on gasoline, or any other fund-sources. Discuss what level of increased revenue is needed. Provide estimates of the financial and economic benefits and impact of increased funding and the savings for residents and businesses.

Specifically:

- Continuing to use fuel taxes and registration fees for acquiring transportation funds
- Using a sales tax for acquiring transportation funds rather than fuel taxes
- Diverting sales tax revenue on fuel purchases to acquire transportation funds
- Any other ideas for sources of transportation funds
- The effects of using different funding sources
- The levels of funding necessary or desired
- The effects on Michigan of those funding levels